

TRIUMPH MAYFLOWER CLUB

SPRING ISSUE

SARAH M.

1991



(MEMBERSHIP) WORLD WIDE



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 1991-92

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12 Manor Close
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ORDINARY MEMBER No 1

Edith Webber

ORDINARY MEMBER No 2

Reg Varney

ORDINARY MEMBER No 3

Martin Bishop

ORDINARY MEMBER No 4

Peter Smith

*When writing to a committee member and you require a reply, please enclose a
Stamped Addressed Envelope*

*Please note that all the above committee members fulfil their posts in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that you
choose a reasonable time of day*

FLOWER POWER

SPRING EDITION 1991

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COVER STORY

Peter Smith (left) presenting his award shield to the club's new chairman John Oglesby at the AGM.

The information contained within Flowerpower is the view of the writers and not necessarily those of the editor or the Mayflower owners club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the member's own risk and neither the club nor any individual shall be in any way liable for injury, loss or damage resulting directly or indirectly from use of such information,

SPRING

SUMMER

AUTUMN

WINTER

FLOWER POWER

EDITORIAL

Time once again to remove the dust covers, check the oils, waters, grease, polish and shine ready for the rally season, fingers crossed and with a bit of luck my own Flower will be on parade this year after five years work. This edition sees a wealth of information from readers which has contributed to all sections of the magazine, my thanks to all those who have written to the editor and do please continue.

The AGM has passed and some new faces were seen this year, Peter Smith and Martin Bishop were recruited into ordinary member positions, Peter decided that the club should have an achievement shield to be awarded to the club member who has made a significant contribution to the running of the club in the current year.

The committee will review the years activities at the AGM and present the award, which will be held by the recipient until the next AGM. Peter purchased and presented a shield to the club at the AGM, the cover photo shows the shield being presented by Peter to the incoming chairman. Our thanks to Peter for his generosity.

The hub cap badge saga rolls on with members contributions in this issue, as yet there is still no firm evidence to support the possibility that they were fitted as a factory standard. Apart from the display Flower which sports them, most other cars seem to have been fitted with ex TR2 hub caps, or drilled out flower caps with badges fitted.

Not far from my home is an Aladin's cave of Standard/Triumph parts of all sorts both new and used, their owner is the technical officer for the Standard car club and has a wealth of knowledge on parts and methods of repair. Many parts from the Mayflower can be cross referenced against the standard parts list and there is a good chance that he may have those bits a pieces at a reasonable price. For example the master brake cylinder is the same a Vanguard and he has new ones in stock, brake repair kits, light fittings and much more. One can spend hours raking through crates of spares and surprises.

You can contact Dave Cousins on 0525-270291
or write to:

2 Leighton Rd. Soulbury. Leighton Buzzard. Beds. LU7-0BP

He his a collector of model cars and Vanguard cars and is always open to a bit of bargaining.

In the next issue I would like to air some more controversial views on what constitutes a restored car, what condition should it be in and what modifications are to be considered reasonable ?. Members comments, suggestions and thoughts would be gratefully accepted, after all what do you expect as Mayflower owners !.

Ed.

Fill This Gap
WITH A PHOTOGRAPH
AND STORY OF YOUR FLOWER

Write to the Editor

FLOWER POWER

MINUTES OF THE ANNUAL GENERAL MEETING **HELD AT THE POST HOUSE, CHAPEL LANE, GREAT BARR** **ON SUNDAY 21ST APRIL 1991**

PRESENT:

Mr T Gordon
Mr P Smith
Mr J Oglesby
Mr and Mrs A Booth
Mr and Mrs M Hurst
Mr M Bishop
Mr and Mrs M Webber

The meeting commenced at 2.37 pm and the Chairman thanked those members present for attending the meeting.

APOLOGIES

The Chairman reported that apologies had been received from Phil Hall who was unwell at the time but is hoping to attend the annual rally, John Gogay, Paddy Parnell, D Lane, P Benfield and J Greenley

MINUTES OF LAST MEETING

Mr M Webber proposed and Mr P Smith seconded the resolution that the minutes of the previous annual general meeting be taken as read.

REPORTS FROM THE COMMITTEE

1. Chairman's report

This year has been a busy one for most of the people involved with the Mayflower Club.

We have had two articles about "Flowers" published; one in Practical Classics featuring Peter Benfield's car and our very own Vice-Chairman, John Oglesby. The other featuring the cars of Mark Norris and his Flower and other motors he owns in the USA. Each article has brought requests for information about the Club and some new members. There is no advertising like fee advertising, and I'd like to thank everyone who assisted in these articles being published.

We have now been approved by the DVLA to handle the retention of registration numbers for Triumph Mayflowers. That why we always ask for full details of your current car on every form. We can then build up a complete list of the cars registered with the club and subsequently the DVLA. We have however to make arrangements to cater for non-members for which a charge will have to be levied. (More of this in "Any Other Business"). The Club has been successful in retaining registrations for all but one of the applications submitted so far. Any application rejected should still get an age related number and not the dreaded "A" or "Q" plates seen around previously. I understand arrangements are being made to allow vehicles with an incorrect number allocated being allowed to re-register using their original numbers where there is proof, but that system will be some time yet.

2. Secretary's report

I have submitted the general accounts to the treasurer for approval, there are no outstanding debts.

FLOWER POWER

We have 153 members, (only 50% have paid their 1991/92 subscriptions) many are new this year as cars are sold and the new owners join the club for spares and technical assistance.

3. Treasurer's report

Mr M Webber reported that the financial state of the club was very healthy and that he proposed that surplus funds should be transferred to a capital reserve account with the National Westminster Bank plc which is currently paying interest at 12% per annum. It was agreed to maintain the level of subscriptions for the following year A schedule of income and expenditure is detailed below:-

| <u>INCOME</u> | £ |
|---------------------------------------|------------------|
| Balance brought forward | 2,917.09 |
| Subscriptions, Spare loans fees etc | 2,271.94 |
| | <hr/> |
| | 5,189.03 |
| <u>EXPENDITURE</u> | |
| Flower Power (Printing & Postage) | 1,420.00 |
| AGM | 115.50 |
| Secretary's expenses | 150.00 |
| Treasurer's expenses | 12.62 |
| Rally secretary's expenses | 5.81 |
| Magazine editor's expenses | 14.58 |
| Subscriptions (Historic Vehicle Club) | 125.00 |
| Spares loan refund | 10.00 |
| Bank charges/currency conversion | 66.97 |
| | <hr/> |
| Total Expenditure | 1,920.48 |
| | <hr/> |
| Balance carried forward 1.4.91 | <u>£3,268.55</u> |

4. Spares Secretaries Report

The spares accounts have been submitted and show a slight increase on the figures last year.

Once again the spares secretaries have had their share of the brickbats and the glory. They do try to keep up to date with requests, but occasionally the system breaks down, we will monitor all orders for spares. This is where we ask for your assistance. If you see any parts which could be useful to the Club please let us know. We will purchase any items you buy at reasonable prices.

John Gogay reports that the inlet and exhaust valves are in the course of production. However, there was a very disappointing response to the over-riders. If members want these items then there has to be more reaction.

FLOWER POWER

If anybody has ordered any second-hand spares from Paddy and has not received them within 28 days please would they take this up with Paddy direct and not other committee members.

ELECTION OF OFFICERS

The Chairman stepped down and the chair was taken over by John Oglesby.

Chairman

Terry Gordon informed the meeting that he wished to step down as Chairman of the Club. John Oglesby offered to act as Chairman for the forthcoming year. Edith Webber proposed that he be appointed as Chairman. Mike Hurst seconded the resolution which was put to the other members present and carried unanimously.

Vice-Chairman

Terry Gordon proposed that Tony Booth be appointed to act as Vice-Chairman of the Club. Mike Webber seconded the resolution which was put to the other members present and carried unanimously.

Treasurer

Mike Webber agreed to continue to act as Treasurer for a further year. Terry Gordon proposed the resolution and Martin Bishop seconded the resolution which was put to the other members present and carried unanimously.

Secretary

Terry Gordon agreed to continue to act as Secretary of the Club for one further year but gave notice that he would not continue after the next Annual General Meeting. It will, therefore, be necessary to find someone willing to act as the Club's secretary prior to the next Annual General Meeting. Mike Webber proposed that Terry Gordon continue as Secretary for one further year, Edith Webber seconded the resolution which was put to the other members present and carried unanimously.

Rally Secretary

John Oglesby agreed to continue as the Rally Secretary but would like to recruit another person to take over this position in due course.

Ordinary Members

John Oglesby proposed that Martin Bishop be appointed an Ordinary Member. The resolution was seconded by Mike Webber and carried unanimously.

Tony Booth proposed that Peter Smith be appointed an Ordinary Member. The resolution was seconded by Mrs J Booth and carried unanimously.

Magazine Editor

Mike Hurst agreed to continue to produce the Club's magazine for one further year but informed the committee that he would not be able to continue with this after the 1992 annual general meeting. Again, it will be necessary to find another Magazine Editor prior to the next annual general meeting being held.

* * *

DON'T FORGET THE RALLY — JULY 21st

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FLOWER POWER

ANY OTHER BUSINESS

1. Second Hand Spares

It was agreed that the Magazine Editor would put an appeal in the next issue of the Club's magazine for any members who live near Paddy Parnell to offer to transport the second hand spares to the annual rally.

2. DVLC

Terry Gordon reported that a charge should be made to any non-members wanting to use the Club with regard to handling the registration of their vehicle. The Historic Vehicle Club had suggested a rate of £20.00 plus any expenses incurred in visiting the vehicle etc. John Oglesby proposed that a charge of £20.00 plus expenses be made to non-members but that this should be reviewed after one year. Mike Webber seconded the resolution which was put to the other members and carried unanimously.

3. Achievement Shield

Peter Smith has kindly donated a shield to be presented to the person who has contributed the most to the club in the year. The shield is to be inscribed "Triumph Mayflower Club - Achievement Shield". Prospective recipients to the shield will be voted on at future Annual General Meetings. It was agreed that the shield for this year would be given to Peter Benfield for his work in acquiring numerous spare parts for the Club and for lending his car to John Oglesby for the magazine article.

The meeting closed at 4.20 pm.



FLOWER POWER

Vice Chairmans Ramblings

last years rally was once more well attended, it was a first for two vehicles one which attended from Sweden and the other from Jersey.

My thanks to the TROC, especially Stuart & Jennifer Langton for their organisation of the national rally, as vice chairman I was asked to supply a vehicle for the Classic Car Magazine to run a comparative road test of fifties saloons. Peter Benfield lent me his car for the purpose before it had even been run in after a major re-build.

My thanks to Peter for his help, it certainly gave the club some free publicity.

John O.

Letters

Dear Mike - here is a little piece you may find of use in the next issue of Flowerpower. Back in 1988 my Flowers engine gave up the ghost and there was nothing for it but a complete "engine out" rebuild job.

With the unit away at the engineers and paying for the work as and when I could, there was plenty of time to attend to the engine bay. For those who might remember me from early rallies I was the awkward cuss who insisted in painting the engine bay red. This arose from the time just after buying the car. I'd cleaned up the bay, removed any rust and treated it with a coat of red lead. At the time I thought the resulting colour contrast - red against black air filter etc looked quite smart. So I simply found a gloss finish which matched primer.

Now it seems to me that the effect belonged with a Custom Car so I decided to return to the authentic body colour Black. With all the ancillaries removed it was now an easy task reaching every nook and cranny, there was no need to rush and in any case haste and a good finish never go together. When at last the work was complete I found myself rather like the man who having wall papered a room finds that his carpets now look tatty.

In my case it was the wiring which let me down, years of exposure to the heat and grime of the engine compartment had resulted in the loom's cotton covering disintegrating in places. I needed a means of making the loom presentable again, the wiring itself was still in good order so a total replacement would have been rather extravagant, also modern looms come wrapped with a plastic cover which looks out of place in a 53 Flower.

At my local cycle shop I discovered a solution !, self adhesive black braided cotton tape of the sort used to wrap around racing bike handlebars. With this you can "re-wrap" a loom, around two and a half rolls are necessary for the job. The resulting finish whilst not exactly like the original still looks quite good.

Yours Sincerely M Hudd. member No 119

Eds comment : Thanks for your letter and tip on improving the looks of the loom, the sample you sent me looks as if it should give an acceptable finish without replacing the loom. A company call Auto-Sparks in Hull, now provide a complete wiring loom for the car wrapped in either plastic or cotton, however cotton costs a little more.

NEW SPARES PRICE LIST

October 1990 Edition

Available from the Spares Secretary - Price 50p (send Stamped addressed envelope)

FLOWER POWER

Letters

Dear Editor - I was interested in the photo of the "display Mayflower" and in your editorial comments.

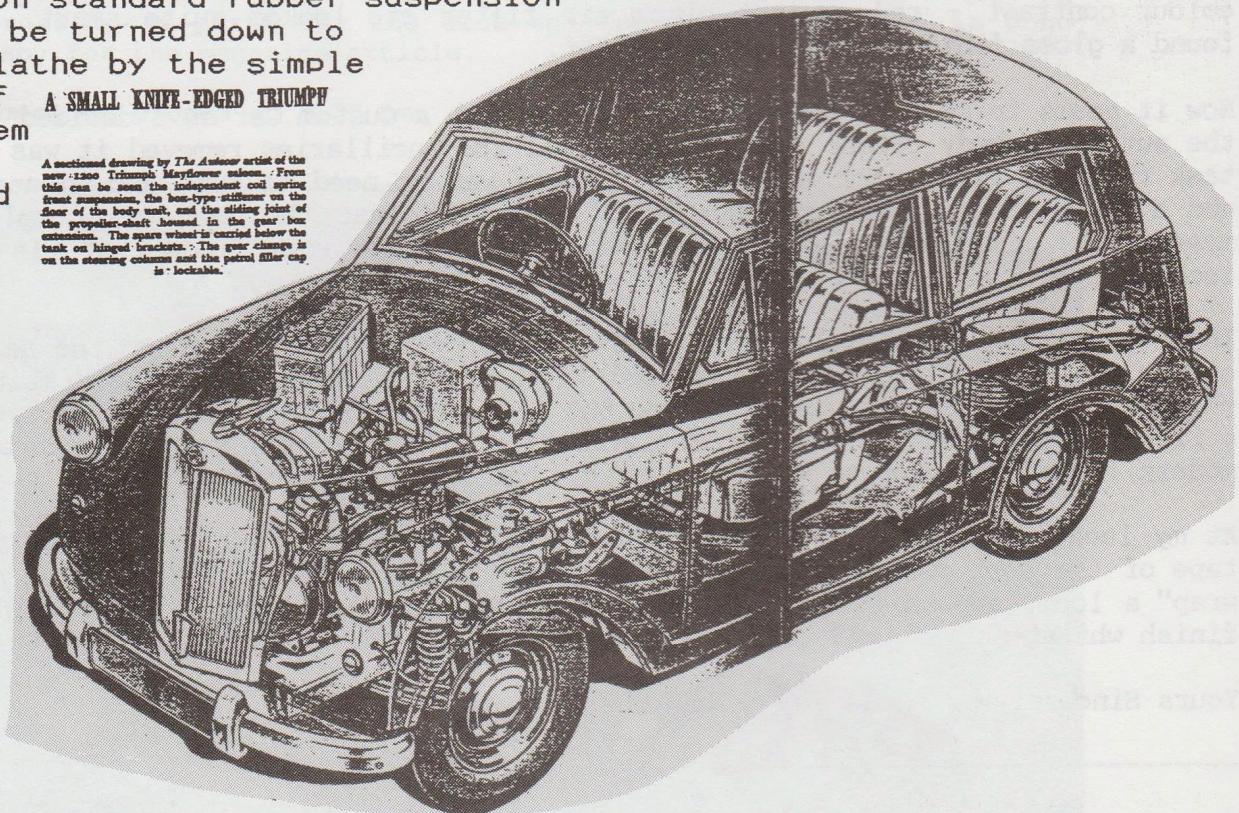
"the Autocar" for September 30, 1949, has an article titled "A Small Knife-Edged Triumph". The article is illustrated with the artist's impression published in your previous editorial and starts by saying that "The New Triumph 1200 Mayflower has already become a focal point of interest at the show".

Could it be that the photo you published was of the very first Mayflower at the 1949 Earl's Court Show? Could it have been TT1? The differences between it and the later production models would be accounted for by its being the prototype. Some of these differences are even more noticeable in the bigger sectioned drawing further on in the Autocar article - and the text states that there are no rear quarter-lights and the bonnet is locked from inside the car.

Turning to your request for tips, if any members are looking for valve springs I can suggest Humber Hawk/Commer inner springs as an alternative: the number is Terry Aero VS 380.

They are identical except that they appear to be slightly stronger. Another tip I got from a friend with a flower was that non-standard rubber suspension bushes can be turned down to size on a lathe by the simple business of A SMALL KNIFE-EDGED TRIUMPH putting them in the freezer and machining them while frozen.

A sectioned drawing by *The Autocar* artist of the new 1200 Triumph Mayflower saloon. From this can be seen the independent coil spring front suspension, the box-type stiffener on the floor of the body unit, and the sliding joint of the propell-shaft housing in the front box. The gear change is on the steering column and the petrol filler cap is lockable.



By the way, the handbook with my flower says the petrol capacity is 8 gallons, but the workshop manual reprint says 9. What's the story?. Finally please let me congratulate you on a very interesting magazine, something which - as you say - is not easy when we are a "one type" car club. One thing which us new members might find useful would be an index to articles in Flowerpower, and access to back numbers. Any chance?

Yours Sincerely, Forbes Alexander.
(Member No 650)

FLOWER POWER

Letters

Dear Mike - I am a new member in the club and I have just read your editorial in the Winter edition of Flowerpower, about hub caps with emblems on them.

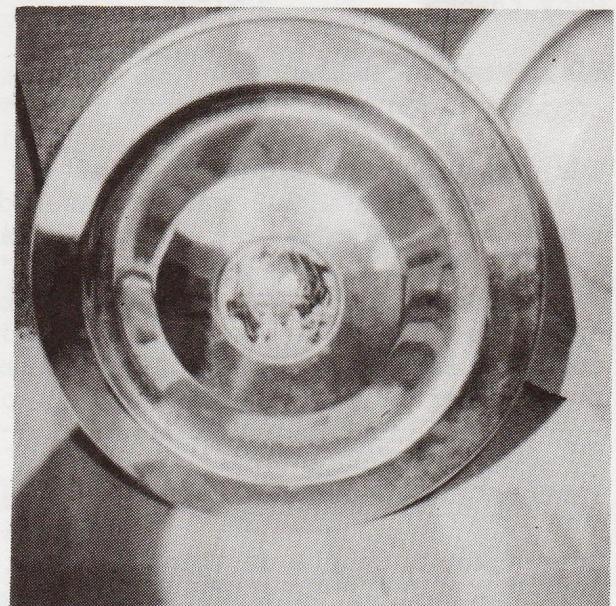
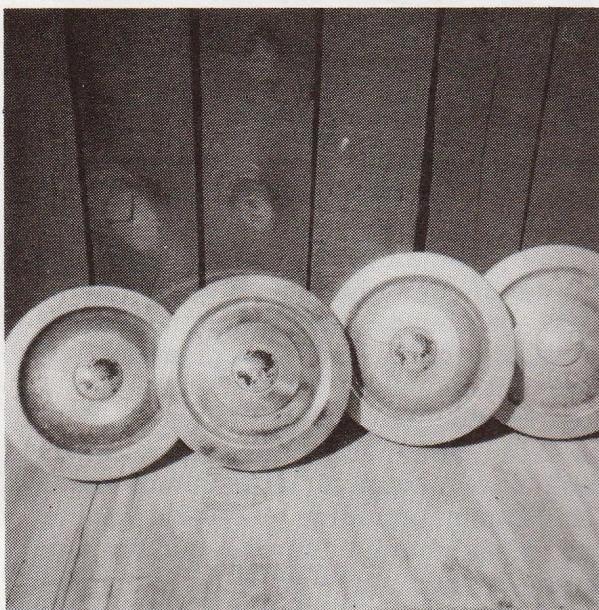
My car a 1954 model came with them and I also have a spare set that I am willing to sell. The previous owner had a car used for spare parts which also had badges on the hub caps, is it possible that all the cars exported to America had the badges fitted ?

I am in the process of re-conditioning my car and am in need of some window rubbers and a few other odds and ends, I also have a number which include a rear end, a complete front end and a set a gauges. I enjoy the magazine - you and your guys do a fine job and I am pleased to be a member.

Thanks for the work you do and I hope the information on the hubcaps is helpful.

Member 674 Barry Ritter 823 Busch drive
Vista. California. 92083
U.S.A.

The photographs show the hubcaps with the badges fitted.



Eds comments: Thanks for the information Barry, I have no solid information to say if cars exported to the US were or were not fitted with the badges, but I will investigate further.

If you study the photographs, the profile of the hub caps indicate that they may well be the type which were fitted to the Triumph TR2 sports car having a recess in which the badge sits and the mound shaped centre.

Most of the glass rubbers for the car, with the exception of the rear side windows are available from the spares sec: John Gogay. There was an article on screen rubbers in the Spring 1990 issue.

FLOWER POWER

Letters

Eds Comment: Thanks to Forbes Alexander for the information, it could well be that the car is indeed TTL although I have no concrete evidence to substantiate it, nor have I any information on what became of which featured in the shows.

There is only one set (less two issues) of the previous issues of Flowerpower, keeping them safe and intact is the first consideration now. But having the time to go back through the previous issues catalogue the contents and then re-print or copy is the biggest hold up, however Letitia Ricketts letter may offer a solution.

I have just looked up my own handbook which is 1951/52 1st edition 2nd printing for the tank capacity !! its says 10 gallons, by comparison my first edition workshop manual says 9 gallons. No official explanation but I guess we should carry a gallon in the boot "just in case" if any member knows the answer to this one please let us know.

Dear Editor - I note from the Mayflower magazine that you are also the Archivist, I therefore wonder if you could clarify the details of my car. The commission number is TT22294DL and is first registered in the UK on 1st May 1956, I am informed that the car is a 1952 model and was imported back from South Africa in 1956.

Could you confirm that chassis No is that of a 1952 manufacture, although the car has been painted an awful blue. By removing the rear lamps the original colour of grey/blue can be seen. Could you please tell me the name of the original colour and if possible the paint code and mix.

Many thanks

Bill Jones member 675

Eds comments: As a guide I can tell you that commission No 22176 was registered on 8/9/52 and that 22709 was registered on 20/10/52 as yours falls between the two I think it is safe to assume that it was manufactured in 1952.

Without the paint code form the car the best guess on the colour is that it may have been one of the following: Light Blue - 552134 Winchester Blue - CD.31537 or Cotswold Blue - CD.31592, If you are coming to the rally bring a sample and we can try and match it.

letters

Dear Mike, a couple of things :-

1. An article, by my wife, of the purchase of PYB86 in Cornwall in October 1989.
2. A Brochure about Mayflower kit models.

John Rathlou. member No 614.

Eds Comments

Many thanks for the entertaining article and brochure, I have in fact just located what I thought was the only model of the Mayflower, which I hope to feature in the summer issue.

* *

DON'T FORGET THE RALLY — JULY 21st

* *

Letters

From the Passenger's seat

By Elizabeth Rathlou

I really had no idea of what was waiting for us when I booked that weeks holiday in a farm cottage in Cornwall. We'd never been to Cornwall and I was looking forward to a week of new places, even though it was October and likely to be cold. We would just wrap up and explore! I didn't even object to going via Appledore to see a man about some electrical parts on one of John's motorbikes. John has a few old British bikes and I have an Izetta bubble car so I was well used to consulting experts on old machinery in various parts of the country.

We arrived in pouring rain and a gale force wind and the first thing we wanted was a hot cup of coffee. John sat down in the lounge to read a copy of the local newspaper, thoughtfully provided by the cottage owner, while I rummaged around for coffee making equipment, and my mother and the dog cuddled up to the fire! I didn't even notice John marking a certain advertisement in the paper.

We did explore and it was wet and we had a lovely time. A few days later John pulled out the paper again and showed me the advertisement he had marked. It was for a Triumph Mayflower.

"No" I said, very emphatically, "There just isn't room in your shed for another bike!" Shows how much I know! When he explained it was actually a car, I was even more dead set against it. I spend my life watching him maintain old wrecks and I wasn't about to voluntarily acquire another one.

I was still saying "no" as we walked down this mans' garden path, went round the back of the house and were introduced to the Mayflower. For me it was love at first sight. There she stood in the fading light, gleaming paintwork and beautiful lines showing her breeding, class and elegance. In one second I had abandoned the double-glazing and re-routed the money we had saved for it to the new project.

The next problem was how to get her back to Cambridge. I loathe driving and the prospect of driving our car all the way home while John drove the Mayflower, was not a pleasant one. I

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FLOWER POWER

Letters

I was so keen to have her , that I gritted my teeth and decided I could do it !

We fetched the car the evening before we were due to leave Cornwall. Just 100 yards from the house, it stopped and refused to start again. Panic ! The man we had just bought it from came out again and cranked it and we prayed that it was just a case of John getting used to a new car, rather than something radically wrong with it ! Our last night in Cornwall was hardly peaceful. I had never heard such winds and the rain was lashing down. At least I would be driving the brand new car with efficient wipers and a heater !

In the morning, the dog chose to go with John and so, loaded to the roof with spares, suitcases and people, we set off for home in a torrent of rain.

We hadn't gone far when John pulled into a lay-by and came back to tell me that his windscreen wipers had stopped working and he couldn't see a thing. With pioneer ingenuity, he tied a piece of string to the wiper and with one end through one window and the other end through the other window was able, by pulling alternately, to keep the windscreen reasonably clear. In rigging up this contraption, the quarter light fell out and John was left driving in the pouring rain and getting as wet as he would have done on one of his bikes !

A few miles later and we stopped again. This time he came back to me with a rather sorry looking dog on tow. Poor Heinz had been sick, probably because of all the holes in the bulkhead and the fumes coming into the car. Heinz looked very glad to clamber in with me and settled down on top of all the suitcases in the back seat.

By now it was lunch time and we were as tired as we were hungry. A well known road side diner came into sight and we gratefully pulled in. The Mayflower seemed to sense that it was time to stop because it did just that - stopped, right in the middle of the car park. We pushed it out of the way of other patrons and went inside to eat. Starting the car again was a problem that could wait while John dried off and warmed up.

The image shows four vintage car model boxes from the 'Now and Then' series by Jodie Models. Each box features a different classic British car model: Reliant Robin 850, Austin Seven 1932, Triumph Mayflower, and Morris Tourer. Each box includes a 'KIT FORM' and 'ASSEMBLY INSTRUCTIONS ENCLOSED' label. The boxes are distributed by London-Times Publications Ltd., 111 King St, Walton, Fakenham, Norfolk.

- Reliant Robin 850**: A small hatchback model.
- Austin Seven 1932**: A compact 2-door sedan model.
- Triumph Mayflower**: A larger 4-door sedan model.
- Morris Tourer**: An open-top 2-door sports car model.

Models planned for this series:-

| | |
|----------------|--------------------|
| RELIANT ROBIN | MORRIS TOURER |
| WOLSELEY 14 | MORGAN (3 Wheeler) |
| JOWETT JUPITER | TRIUMPH MAYFLOWER |
| AUSTIN A30 | AUSTIN 7 VAN |

Watch out for announcements in the Collectors Press for these and others yet to come.

FLOWER POWER

Letters

Feeling much refreshed we went outside to sort out the car and with no problems at all, it roared into life and our procession was once more on the road. We didn't have much longer to wait for the next crisis. This time, a broken fan-belt. Offers of my tights did not raise much of a response and John set off up the hill to a garage we could see in the distance. Our luck was in because the garage owner was sympathetic and interested in the car. He went out of his way to find a suitable belt, we held our breath and were once more on our way.

I was very grateful that we were only travelling as far as the New Forest to spend the night with relations. Cambridge seemed a continent away and I just wanted a hot bath and a comfortable bed !

After that fate must have been smiling on us because we reached the New Forest with no further mishap and spent a very comfortable night with our family.

Bright and early the next morning , we were off again and negotiated the M25 and other major roads with never a hiccup ! John spent many hours cleaning off what looked like 37 years accumulated mud from the bottom of the car and we have had two seasons of great joy with it at the various steam - rallies and charity events that we attended in the summer. It would appear that we had all our troubles in one day of motoring, and I am as much in love with the car as I was at first sight. Mind you, I have bought myself a fur muff for my hands and a good thick blanket for our outings !

NEW REPRINT

SPARE PARTS CATALOGUE

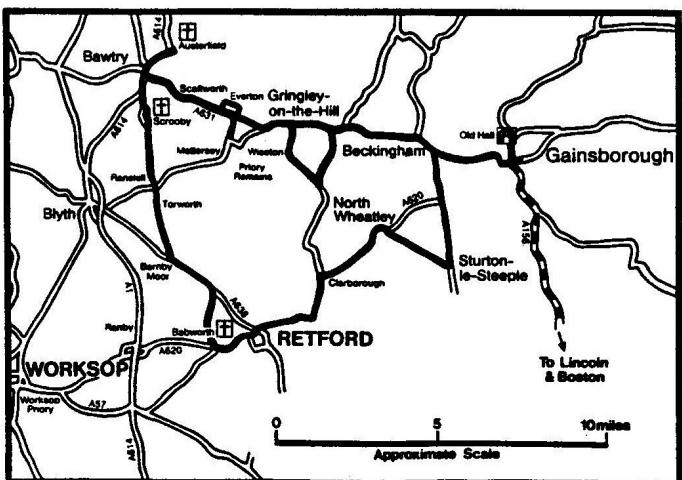
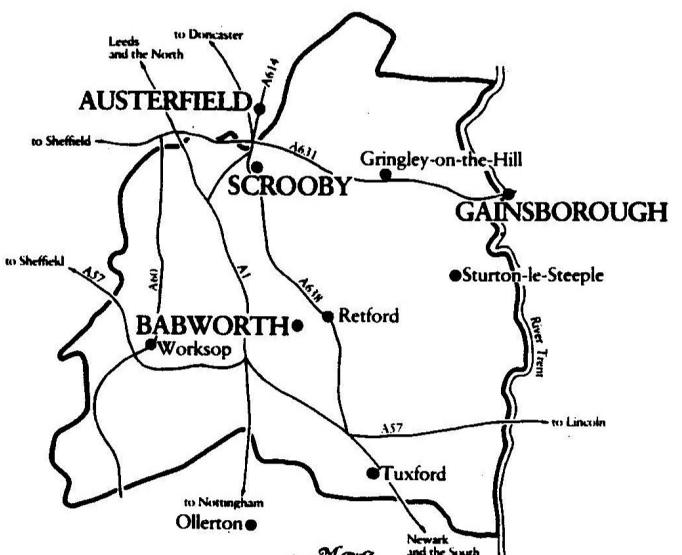
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diagrams and illustrations**

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PRICE: £9.50

Available from the Spares Secretary

The Mayflower Trail



The Mayflower Trail is devised and published by Bassetlaw District Council. Bassetlaw District Council recognises the financial assistance given to this project by Nottinghamshire County Council under its Tourism Initiative Scheme.

Letters

Dear Mike - Whilst collecting a head gasket from John Gogay yesterday I mentioned the leaflet enclosed which a friend brought back for me last year, John suggested that I send it to you as an idea for a summer rally perhaps ?. Hopefully by then my "Ladymay" will be in full throttle, we are looking forward to seeing friends made at the Blenheim meeting, but of course under our own steam instead of the ignominy of sitting on a trailer.I am in the process of precising down her long and involved story for inclusion in the magazine. In the meantime John Gogay has taken a photograph of her.

If you have copies of the magazine since its inception, I would very much like to look through them and pick out all the technical tips with a view to collating them into the form of a booklet for members.

Letitia Ricketts. "Troupers"

97 Dargate Road. Yorklets.

Whitstable. Kent.

Eds comment: I have passed the details of the Mayflower trail onto our rally secretary, lets hope we can make something from it. I look forward to receiving your story about Ladymay, with regard to you researching the back numbers, it sounds like a good idea as a number of members have asked about back issues. Unfortunately it is something that I just do not have the time to do, I suggest that we discuss the practicalities of how it can be done at the rally, look forward to seeing you there.

(readers may recall the photograph of Ladymay which features in the Winter edition)

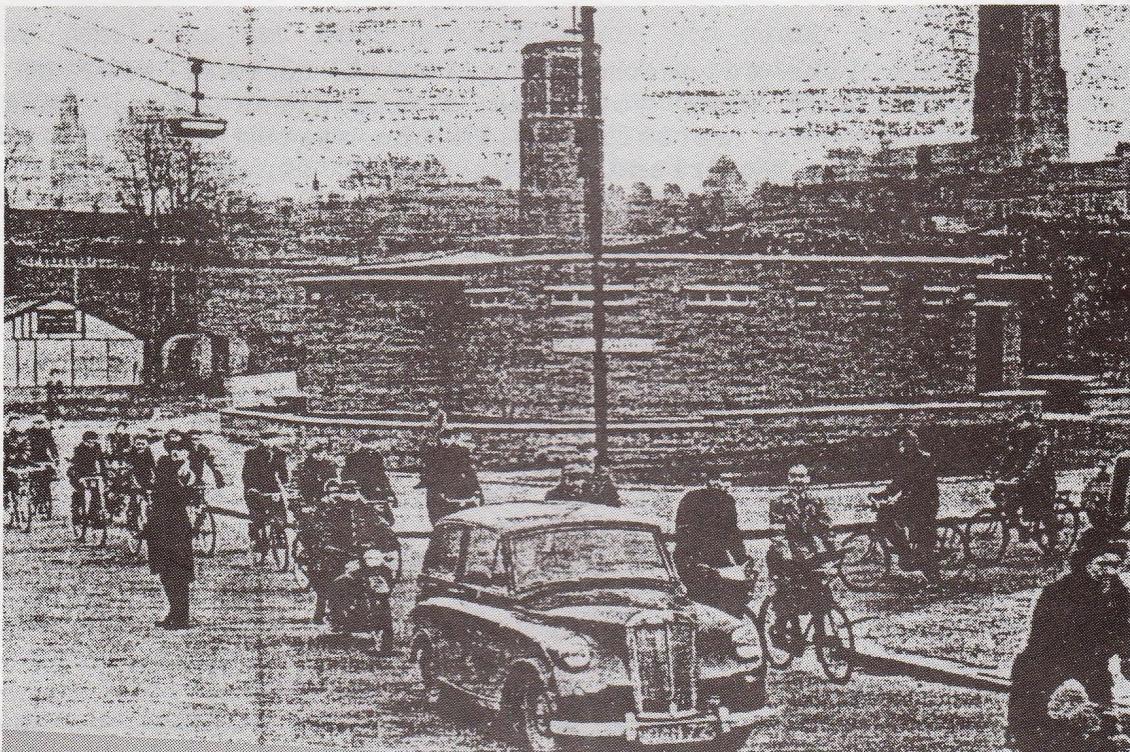
FLOWER POWER

Letters

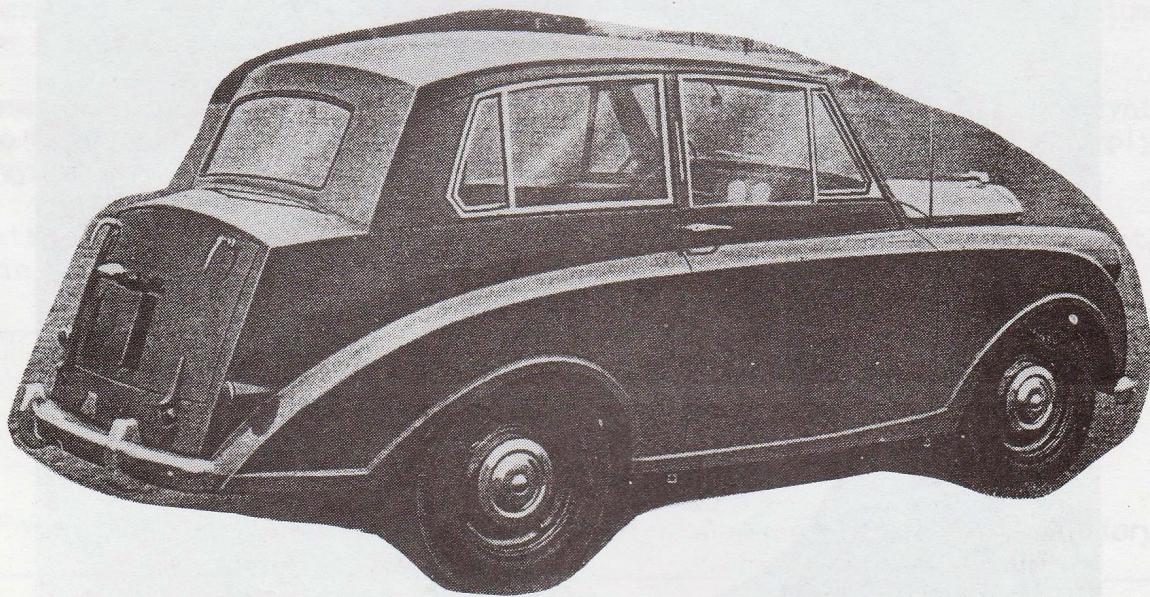
Dear Editor - I thought the readers would be interested in this picture my mother found in local newspaper, (Norwich Ekco) I wonder if the car is still around. Also enclosed is a photograph of a Mayflower found in a fifties magazine.

Martin Bishop. member No 643.

Eds comments: Thanks for the material Martin, the registration number of the car in the paper seems to be either OAH72 or GAH 72, the publicity photo is of an export model readers may note the left hand drive and the style of the hub caps. (no badges) It also has no rubber bungs fitted to the jacking points.



Below: The publicity photograph sent by martin Bishop.



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Dear Mr Hurst - As to your editorial in the Autumn issue 1990 on hub caps with the globe badge I would suggest that during the years of production, caps with and without globe badges were supplied. When I bought my Mayflower eleven years ago it had very rusty hub caps with no badges in the centre. After a few years I came across a set of four new hub caps at a swap market in Stockholm, but they all had a hole drilled in the centre, perfect to hold the globe badge. However, I was not sure that this was the right design for my "Flower" until I saw the picture in a sales brochure (see enclosed copies). So now my car has one cap with an original globe and three badges bought from the club. As a matter of fact I think that this enhances the looks of the car very much and don't you agree that the pictures from the brochure is enough documentation?

By the way, I would like to recommend all club members to P.D. Gough & Associates in Nottingham when you need a stainless steel exhaust for your Mayflower. I am very satisfied with the system they fitted my car with last year and so is my friend and Mayflower owner Ronny Bjorhin.

Kind regards

Urban Nyblom, Sweden

Ed's comments:

Thank you very much for the information Nyblom. I agree with you that the globe enhances the looks of the car however, we should strive to return the cars to as near as original condition as possible. Unfortunately, the pictures in the sales brochure are in fact an artist's impression of the car, the only other known photograph is of TTL which was the prototype Motor Show model which was specially prepared for advertising purposes. There is still no firm documentation to support the fitting of these badges to production cars, whether at home or for export. The photo you have sent would suggest by the recess for the globe badge that they might well be from a Triumph TR2/3.



FLOWER POWER

Body - Shop

Refurbishing door trim

When refurbishing the interior door, quarter panel and parcel shelf, the door panels can be removed by first depressing the plastic handle escutcheons and exposing the cotter pin which secures the handle the driving shaft. The cotter pins are tapered so make sure you choose the smaller cross section of the pin and knock it out to release the handle and plastic trim.

The arm rest should now be removed by releasing the Morphy Screws which hold the arm in position, the panels can now be removed by springing free the retaining clips which secure the mill board to the frame. An old spatula with an half inch slot works well providing an even pressure and prevents damage to the board, rusty clips will break and can be replaced later, try to avoid using a screwdriver unless you want to damage the panel.

If the door panel has not been removed before you might be in for a surprise, the waterproof membrane fitted by the manufacturer was a sheet of vynide of the same colour as the cars interior. This can provide a valuable source of repair material when it comes to the parcel shelf, arm rests and other odd patches. The vynide cover will be stuck down on the reverse of the board and it should be released, you will now find two springs which apply a pressure to the vynide beneath the the plastic handle escutcheons thus holding the escutcheonn in place preventing the cotter pin from falling out.

With the vynide removed you will find a thin layer of cotton wadding glued to the mill board. If the mill board is damaged, broken or rotted by rain water it should be replaced using the old one as a patten for the new which can be made of thin plywood, millboard or hardboard.

Take care when positioning the holes for the clips, If you are replacing the vynide the old cover can also be used as a pattern for the new one, there are a range of leather cloths available now from many motor upholsters, but you will find that John Lewis have a large range at much less than the specialist shops.

When re-assembling a waterproof membrane must be fitted if you want the millboard to survive, a thick plastic sheet glued onto the door frame is the best solution. A cotton wadding should be glued to the mill board, but do not glue the leathercloth and don't forget to replace the two springs (wide spring to the cloth) before applying a contact adhesive to the rear of the board and outer edge of the leathercloth. You will find that four hands are better than two when it comes to sticking and stretching the leathercloth into position.

Fit the spring clips into position and align them all before you start snapping them back into position, the process is the same for the rear quarter panels, however if you want to make a good job remove the glove box. They are held in place by split rivets which can be pinched together and pushed out, refit using pop rivets and aluminium washers, after these you should find covering the parcel shelf simple.

When it comes to the door handles remove the foam cushion and peel off the vynide taking care not to damage the foam. If you do not feel happy about doing this simply cut away the glued vynide and glue the new cover over the top of the old vynide.

All the materials are available from Woolies or Edgware Road Accessories, both of whom advertise in Practical Classics.

BODY SHOP SUPPLEMENT

Fits into the Workshop Manual Ring Binder

Price £4.00 + Post & Packing

Available from the Spares Secretary

FLOWER POWER

Tech - Tips

Springtime

If you are replacing or repairing your rear springs be aware that at least three versions have been used on the car and the commission number becomes quite important if your robbing Peter to pay Paul.

After No 451 : Longer springs were fitted (eye to eye) 45.5".

After No 928 : Stiffened springs, thicker leaf fitted.

After No 3071: Ten leaves changed to eight thicker leaves.

Engine mountings

If you are having problems finding replacements, try gearbox mounts from a series two Morris Minor, or engine mounts for an XJ6 although these raise the nose of the engine by quarter inch, not a major problem until you try to use the starting handle !

Pedal Rubbers

Obtain two VW flasher rubbers, they are used on beetles to seal between the front wings and the light units. Now remove from each seal the pipe section which fits into its base (they just pull out).

Pull up the Flower carpets from the pedal area pull off the old seals and rubbers and remove the footpads, the VW rubbers can now be slid down over the metal pedals.

These should be a tight fit and can be lubricated with soap if necessary - do not use oil as this only rots the rubber. Finally clap down the rubber and seal it to the car floor a metal plate can be fabricated with slots for the pedal movement.

The plates or plate can be pop riveted or screwed to the floor with self taping screws, the dimensions are not critical as long as the slots allow full and free movement of the pedals.

Valve Data

Valve stem diameters = .2465" & .2475"
Valve guide diameters = .2495" & .2505"
Clearance (new) = .002" & .004"

Distance between head face & the valve guide = .97"
Outside diameter of valve guides = .4385" & .4395

Valve springs free coils = 7
Spring length (fitted) = 1.9/32"
Load (fitted) = 22lb
Valve lift = 1/4" + .010"
Load at full lift = 37lb

Valve seat angle = 90 deg
Block seat angle = 89 deg
Recutting angle = 150 deg

FOR SALE 1953 MAYFLOWER

RAE 988, Grey, much of the brightwork has been re-chromed. It has been rebuilt to a very high standard inside and out. Some spares including cylinder heads, gearbox, engine block and much more will be included in the price

£2,650.00

Contact:
Tony Godley
2 Manor Road, Rowde, Devizes, Wilts
Tel: 0380 721700

CYLINDER HEAD FOR SALE

Should any member require a cylinder head Tony Godley of Devizes has one for sale at the reasonable price of £25.00

Contact:
Tony Godley
2 Manor Farm
Rowde, Devizes, Wilts SN10 1NB
Tel: 0380 721700

ON THE MARKET FOR THE FIRST TIME IN 17 YEARS

PETER BURDGE'S MAYFLOWER (PYA 755)

This car is well known in club circles as the pride and joy of Peter Burdge who was for some time the spares secretary and later our chairman, it has won occasional concours in its time and earned its keep for years as Peter's daily transport. Recently its been used as a wedding car. Peter is planning to work abroad for a time and feels that the only way the car can be looked after is by it going to a new home.

The car is a 1953 model, black with red vynide trim, the body is solid and was re-sprayed last year, the chrome is good apart from the rear bumper bar. Some new parts including overriders, may be available. Although it looks original the car has been modified to make it a safe everyday vehicle, it has a Triumph 1300 ohv engine, updated front suspension, radial tyres, servo-assisted brakes and extra lights and instruments. The original engine will be supplied with the car. It has a 12-month MoT and full service history since 1974.

Price £2500 as a start for haggling

Contact: Peter Burdge, The Limes, Tickenham Hill, Tickenham, Clevedon, Avon BS21 6SW
Telephone: 0275 857845

1953 MAYFLOWER FOR SALE

TPE 324, off the road for some time, has a V5 but is in need of T.L.C. Busy life means no time to give it the attention it deserves.

Offers on £600.00 with free overnight accommodation to anyone coming a distance.

Contact:
John Barnett
6 The Green, Bodmin, East Sussex
Tel: 0580 830451 or 830330

FOR SALE IN THE USA

A set of Hub Caps with badges fitted, and other odds and ends which includes a rear end, a complete front end and a full set of guages

Contact:
Barry Ritter
823 Busch Drive
Vista, California 92083, USA

SPOTTED IN A FIELD

BY Christopher Naish (No 647) one Mayflower. It looked fairly tatty but, he was told, it had been used to ferry essential agricultural supplies around the neighbouring lanes and fields up until last year. The owner is willing to sell. Anyone interested should contact Valley Farm, Westrop Green, Bucklebury Alley, near Cold Ash, near Newbury, Berks (map ref 522707)

FOR SALE
4 Wheels and Tyres
WANTED
Front Coil Spring
Contact Bill Jones
17 Springfield Close, Andover, Hants SP10 2QR

FLOWER POWER

TRIUMPH MAYFLOWER CLUB

1991/92 SUBSCRIPTIONS

Your Annual Subscriptions for 1991/92 are due for payment on the 1st of April 1991. The current rate is £12.00 for UK members and £18.00 for overseas members. Please make your cheque or postal order payable to the "Triumph Mayflower Club"

Would overseas members send only sterling cheques which are available from your local bank. Do not send cash.

Remember to enclose your name and address and send a stamped addressed envelope if you wish to have your new membership card.

Some Motorist's Store's will now give discount on purchases if you are a bone-fide club member. You can also only buy spares from our stock if your membership dues are paid.

ANNUAL SUBSCRIPTION 1991/91

NAME.....MEMBERSHIP No.....

ADDRESS.....

TOWN.....

COUNTRY..... POST CODE.....

CAR REG..... DATE REGISTERED.....

COMMISSION No TT..... (L) DL ENGINE No TT..... E

SEND TO : THE SECRETARY, TRIUMPH MAYFLOWER CLUB

12 MANOR CLOSE, HOGHTON, PRESTON,

LANCS: PR5-OEN

**PLEASE PAY EARLY
AND HELP KEEP
COSTS DOWN**

NEW PARTS

| | | |
|--------------------------|--------|--------|
| Condenser and Base Plate | 58308 | £7.50 |
| Condenser only | | £3.00 |
| Distributor Cap | 57467 | £15.00 |
| Inlet Valve | 100363 | £7.00 |
| Exhaust Valve | 100364 | £7.00 |
| Cylinder Head Studs | | £0.75 |
| Shackle Bush | 101280 | £1.00 |

PRICE CHANGES

| | | |
|---------------------|-----------|--------|
| Water Pump Bearings | 100764 | £7.50 |
| Pistons | 101215 | £90.00 |
| Piston Rings | Cords 30 | £20.00 |
| Piston Rings | Cords 30R | £27.00 |
| Wiper Blade | 58304 | £4.00 |
| Wiper Blade Peg | | £0.70 |
| Keys | | £0.75 |

**FRONT
SHOCK
ABSORBERS**

Part No: 106151

£18.00 each

**FRONT COIL
SPRING
RUBBER WASHER**

Part No: 100751

£2.50 each



ANNUAL RALLY

SUNDAY 21st JULY 1991

STANDFORD HALL
LUTTLEWORTH, LEICESTERSHIRE

IT'S YOUR CLUB